

CITY OF MINNEAPOLIS

2nd Street South Resurfacing and Pedestrian Safety Improvement Project

2nd Ave S to 13th Ave S

Project update

January 2023

Project Overview

Location: 2nd Street South

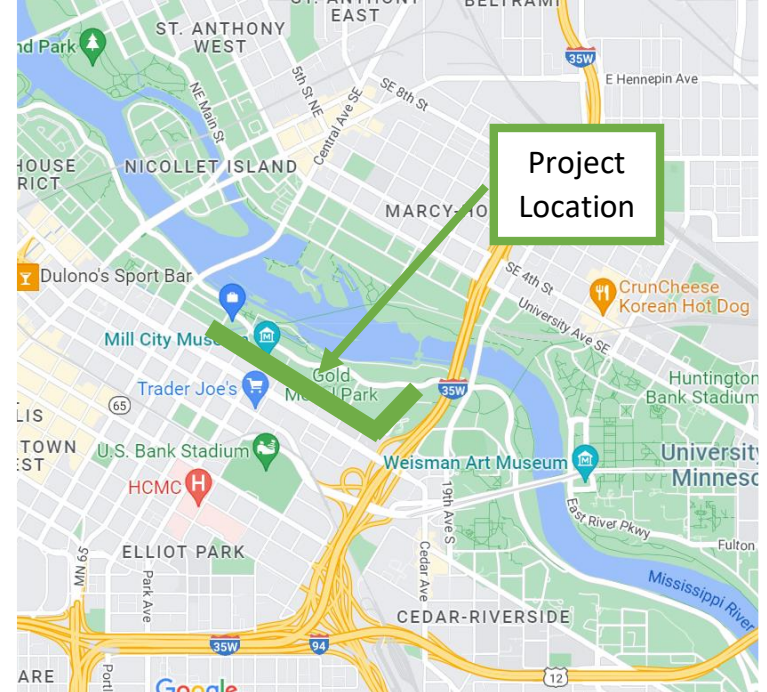
- Limits: 2nd Ave S - 13th Ave S
- Neighborhoods
 - Downtown East
 - Mill District

Included elements

- Pavement rehabilitation to extend life of street
- Accessible curb ramps at corners
- Pedestrian safety improvements
- All ages + abilities bicycle connection

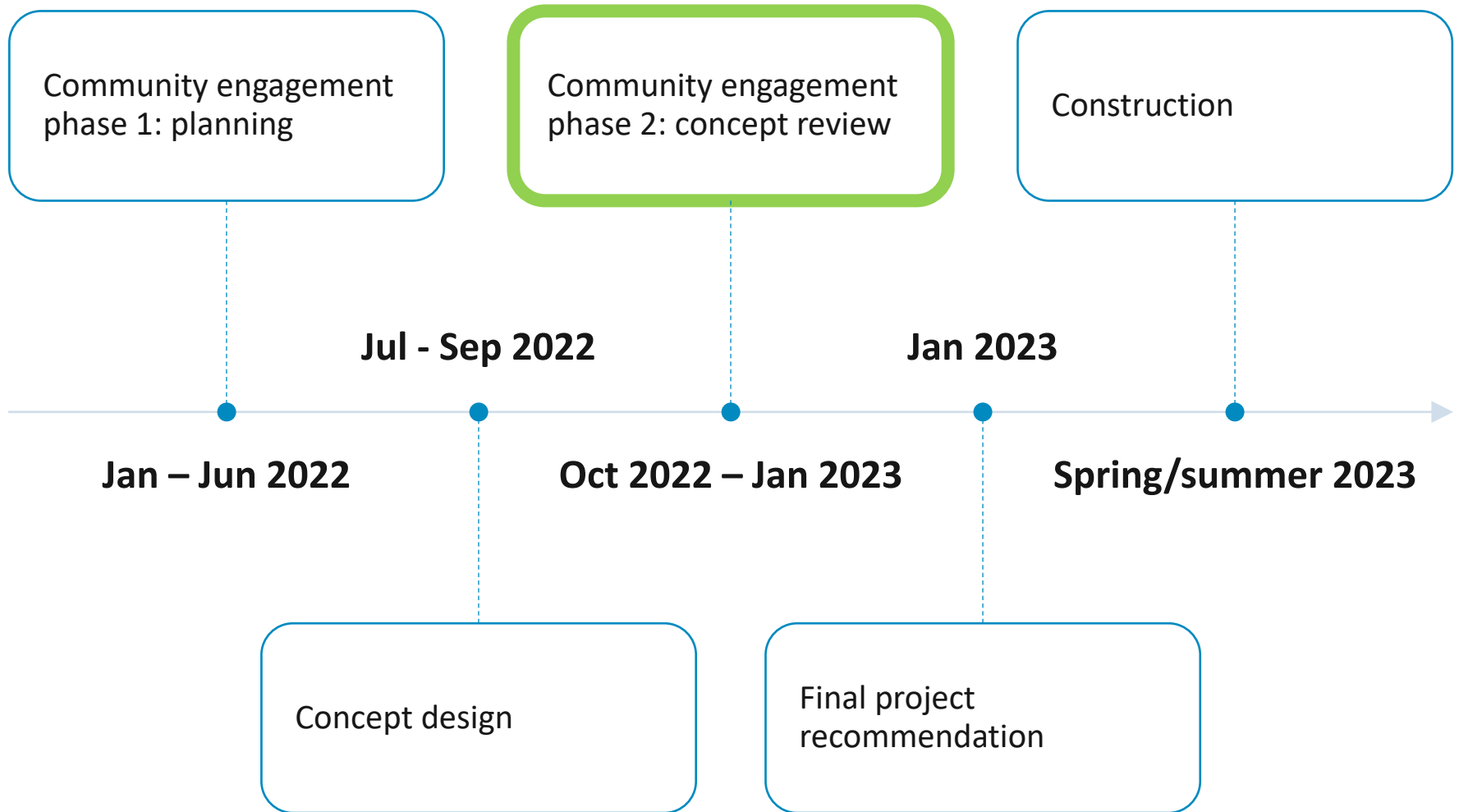
2nd St and 3rd Ave Intersection

- 3rd Ave is under MnDOT jurisdiction
- MnDOT is pursuing grant funding for pedestrian safety improvements to this intersection



Project Location

Timeline



Existing Conditions





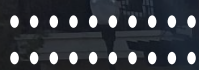
Poor Pavement Quality



On-street Bike Lanes and Parking



Temporary Medians and Delineators



Public Safety Intervention

- Unlawful behavior on 2nd Street on July 4
- Speeding, street racing, and other activities
- Minneapolis Police Department installed temporary safety interventions
- Temporary barriers which closed 2nd St to through traffic
- Temporary parking restrictions
- Not related to this project but underscores stakeholder desires for safety improvements

Data Collection

- Geometric and topographical survey to understand existing conditions
 - Streets built between 1987 – 1990.
 - Planned maintenance will extend the life of the street
- Speed study: Oct 2018 and Oct 2022
 - Speed have decreased slightly with a median speed of 22 mph
 - There were higher frequencies of speeding in the afternoon and evening hours
 - There were isolated occurrences of extremely high speeds in the late evening
- Daily traffic counts
 - 2,300 pedestrians (2017)
 - 220 bikes (2017)
 - 1,495 – 3,500 cars per day, down 8% (2022)
 - ~4.7% - 7.3% trucks
- Crashes (2012 – 2022 [partial])
 - 85 total crashes
 - 14 in 2019 (pre-pandemic)
 - 1 fatal and 2 serious injury, all pedestrian related
 - 46% of crashes occurred at 3rd Avenue intersection
 - 12% of crashes occurred at the Portland Ave intersection

Key Findings

- There does not appear to be a substantive speeding problem
- Speeds have decreased slightly from since 2018
- There are occurrences of high or extremely high speeds in the evenings
- Traffic volumes have decreased since 2018
- There have been multiple pedestrian crashes, primarily at 3rd Ave

What we have heard



This is a high activity area, a regional destination, and a residential neighborhood.



Vehicle speeds are high and dangerous and there is a desire for and pedestrian safety traffic calming improvements.



There is a need to improve pedestrian safety for people walking across the street. Speeding cars, scooters on the sidewalk, and snow and ice were commonly sighted issues.



This is an important bicycle route that should be maintained and enhanced as it provides critical connections to the regional bike network.



People on bikes and scooters ride on the sidewalks which causes a pedestrian safety problem for people walking.



There is a need to maintain adequate property access for residents, customers, visitors, deliveries, loading/unloading, and garbage collection.



The trees and plants, and the historic character of the area create a unique aesthetic which is important to preserve.

Project Goals



Improve pedestrian safety

- Improve access to the sidewalks
- Encourage safe vehicle speeds
- Make it easier to cross the street
- Encourage safe bike and scooter operations



Create an all ages and abilities bicycle facility

- Provide a safer and more comfortable in-street facility for people riding bikes and scooters
- Discourage bicycle and scooter travel on sidewalks
- Create a seamless connection to the wider bikeway network



Maintain traffic operations

- Provide a smoother travel surface and extend the life of the roadway
- Maintain an effective level of vehicle operations
- Consider truck movements in the design



Accommodate access - residents, businesses, and visitors

- Accommodate deliveries and loading operations
- Maintain on street parking

Existing Conditions



Project Scope

The project includes pavement rehabilitation, accessible curb ramps, pedestrian safety improvements, and reconfiguration of the bike lanes into a two-way, curb protected bikeway. Pavement rehabilitation work will extend the life of the road by replacing the existing driving surface with new asphalt and maintaining the curb and gutter in the current locations.



Project Features



Pavement Rehabilitation



- ✓ Smoother travel surface
- ✓ Cost efficient pavement management strategy
- ✓ Extends the life of the roadway



Accessible Curb Ramps



- ✓ Easier access to the sidewalk for people walking and rolling
- ✓ Establishes priority for people crossing the street
- ✓ Meets federal requirements



Two-way Curb Protected Bikeway



- ✓ Encourage safer vehicle speeds by narrowing the street
- ✓ Provides a safer and more comfortable facility for people on bikes and scooters, encourages safer use
- ✓ Creates a safer environment for pedestrians by providing more separation

Pedestrian safety enhancements considered



**Protected Intersections
(Raised "corner islands")**

- ✓ Encourages safer vehicle speeds
- ✓ Additional protection for people crossing the street
- ✓ Improves intersection operations by better organizing the space



**Chicanes (mid-block
alignment shift)**

- ✓ Encourage safer vehicle speeds by forcing an alignment shift and creating narrower vehicle travel lanes



**Pedestrian and Bicycle
Safety Island**

- ✓ Improves safety and comfort for people walking cross the street
- ✓ Encourages safer vehicle speeds
- ✓ Relatively low cost



**Floating Bump-Out
(curb extension)**

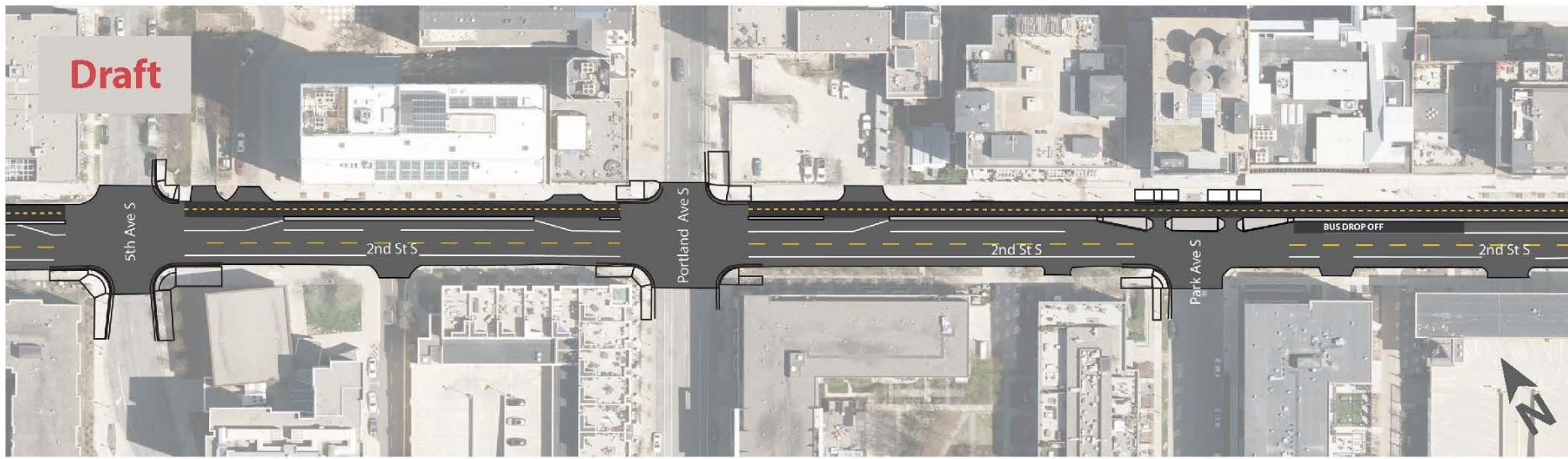
- ✓ Improves safety and comfort for people walking cross the street
- ✓ Encourages safer vehicle speeds

Concept Design Review



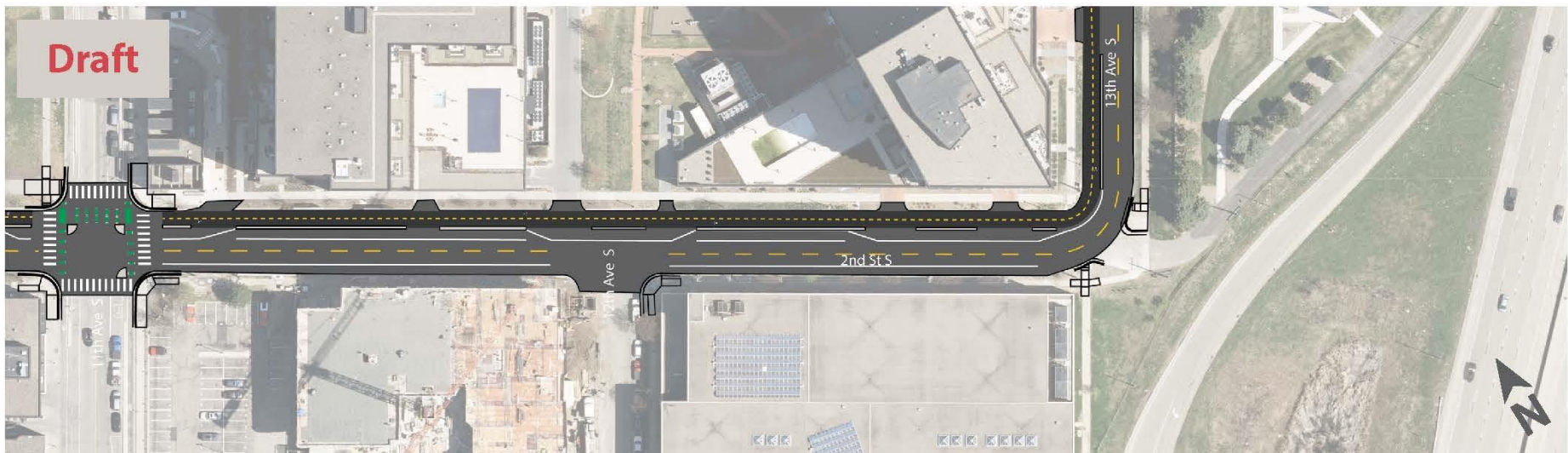
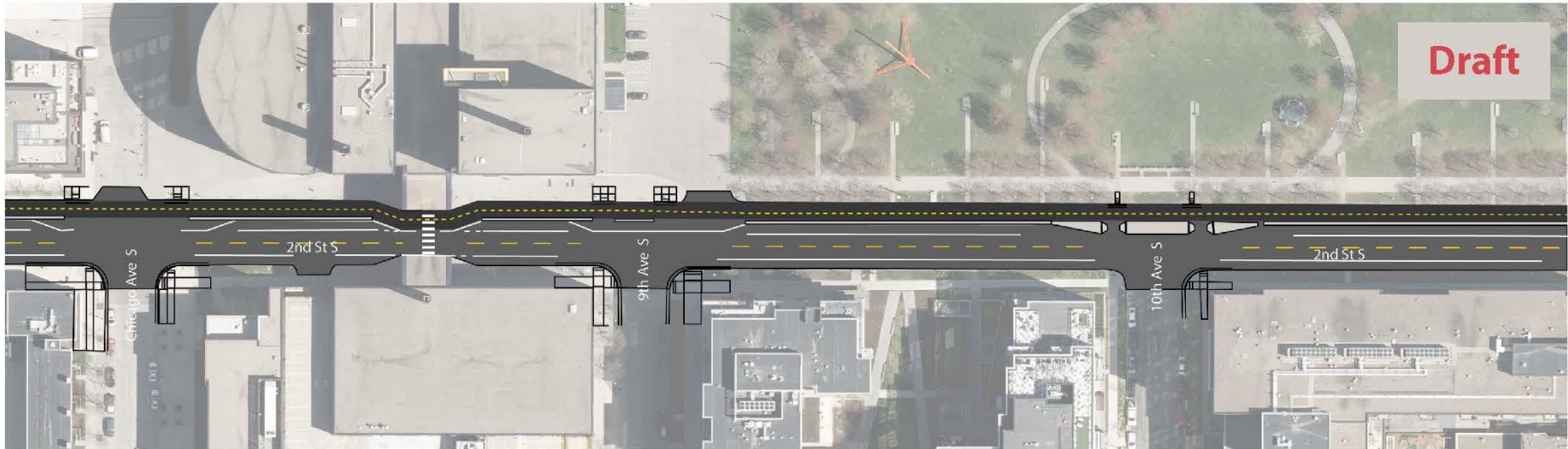
2ND STREET SOUTH

Preliminary Design Concept



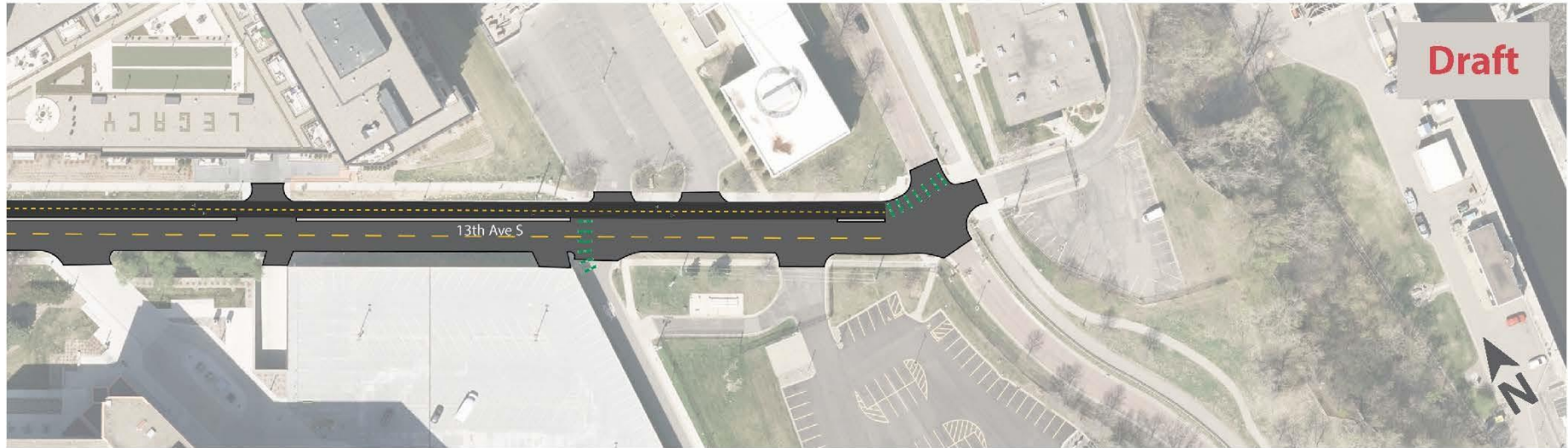
2ND STREET SOUTH

Preliminary Design Concept



2ND STREET SOUTH

Preliminary Design Concept



Discussion

- What clarifications do you need? What questions do you have?
- What are your thoughts on the project scope? Do you think it meets the project goals?
- What are your priorities for safety enhancements?
- How do you use the street?: parking, deliveries, visitors, garbage collection, etc.



Next Steps

- ~~Community engagement round 1: Spring 2022~~
- Community engagement, phase 2: Oct – early winter 2023
- Recommended design: Winter 2022/2023
- Engineering: Winter/spring 2023
- Installation: 2023



Thank you!

Contact Info

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minneapolismn.gov/government/projects/2nd-st-resurfacing/